(b) whether Government have taken any steps to rehabilitate the slumdwellers; and

(c) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI RAJIV PRATAP RUDI): (a) Yes, Sir.

(b) and (c) on Airports Authority of India has entered into a tripartite agreement with Slum Rehabilitation Authority (SRA) Mumbai and Shivsahi Punarvasan Prakalp Limited (SPPL) Mumbai in February 2001 for rehabilitation/removal of approximately 2500 encroachers from Rafiq Nagar (Zari Mari). The pocket of land under encroachment is operationally required for extension of B-3 Taxi Track to augment the capacity of main runway. Based on survey undertaken by M/s. SPPL 1857 numbers of hutment dwellers who were found eligible as they were in existence prior to 1-1-95 (as per the policy of Maharashtra Government) stands rehabilitated to Dindoshi near Film City. About 125-150 encroachers who claim to be eligible are yet to be removed/rehabilitated. SRA and SPPL are to decide whether these people are eligible

Opening up of Civil Aviation Sector

†2182. SHRI JANESHWAR MISHRA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Civil Aviation Sector has been opened for private sector on large scale;

(b) if so, the details thereof;

(c) whether Government have imposed less tariff as the private airlines would be using Government facility and assets under this process,

(d) if so, the details thereof; and

(e) if not, the reasons for granting permission to use the facilities created with the Government exchequer free of costs?

THE MINISTER OF STATE OF THE MINISTRY OF CIVILAVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) As per the present policy, private

† Original notice of the question was received in Hindi

operators are permitted to operate scheduled and non-scheduled air transport services. Further, Government has approved construction of new international airports at Shamshabad near Hyderabad, Devanhalli near Bangalore and Mopa in Goa with majority (74%) private sector participation. It has also been decided to restructure the airports of Delhi and Mumbai through joint venture route with majority private sector participation.

(c) to (e) The airport charges payable to Airports Authority of India by private airlines are the same as paid by national carriers *viz.* Indian Airlines and Air India.

Late announcement of open sky policy

2183. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Government have announced an open sky policy for a three month period starting from December this year;

(b) if so, the details thereof;

(c) whether it is a fact that several European airlines have complained that they would not be able to offer additional service to passengers from and to India as the Government announcement had come late; and

(d) if so, Government's reaction thereto?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) A limited open sky policy has been declared for the period December, 2003 to February, 2004, under which foreign airlines can mount extra-bilateral flights subject to existing terms to the commercial agreement with designated Indian carriers.

(c) and (d) While British Airways and Air France indicated their inability to avail of this facility due to insufficient time, most airlines have responded in a very positive manner to this offer. So far requests for deployment of additional 121,126 seats during the three-month period have already been approved as against the 52,379 seats deployed during the last limited open-sky period.